

THRILLING ARE TALES TOLD OF DISASTER BY SURVIVORS

RAYNER SAYS ISMAY IS RESPONSIBLE ONE

MARYLAND SENATOR BITTERLY ASSAILS THE MANAGING DIRECTOR OF THE WHITE STAR LINE.

SHOULD BE HELD RESPONSIBLE AND CRIMINALLY PROSECUTED

DECLARES CAPTAIN OF THE TITANIC UNDOUBTEDLY ACTED UNDER ORDERS OF ISMAY WHO, HE DECLARED, RISKED THE LIFE OF THE ENTIRE SHIP TO MAKE A SPEEDY PASSAGE ACROSS THE SEA—DOES NOT BELIEVE ISMAY'S STORY THAT HE TOOK LAST LIFEBOAT AND CALLS THE ACT A COWARDLY ONE.

WHITE STAR LINE ISSUES A STATEMENT GIVING TOLL AT 1635

By Associated Press.

New York, April 19.—The living cared for, and the dead beyond recall, survivors of the Titanic were able today to see in calmer retrospect the great tragedy that was enacted when the liner plunged to the bottom with over sixteen hundred souls.

Last night's total estimate was 1595, but today the company issued a statement placing the toll 1635. The exact number will never be known.

By Associated Press.

Washington, April 19.—Senator Rayner of Maryland, in the senate today bitterly attacked J. Bruce Ismay, managing director of the White Star Line. He said the captain of the Titanic undoubtedly acted under order of Mr. Ismay who, he declared, "risked the life of the entire ship to make a speedy passage across the sea."

Senator Rayner said he did not believe Ismay's statement that he took the last lifeboat, but said if he did it was cowardly to take any lifeboat for the managing director of the ship. Senator Rayner asserted that Mr. Ismay should be held responsible for the disaster and declared that the civilized nations would applaud criminal prosecution of the management of the line.

ISMAY ALMOST WHISPERS WHEN HE TELLS HOW HE MADE HIS ESCAPE

New York, April 19.—The story of how the Titanic met its fate was told today to the United States senate investigating committee by J. Bruce Ismay, managing director of the White Star Line.

Details of the story were drafted out by Senator William Alden Smith, chairman of the special subcommittee charged with the examination of witnesses, and Senator Newlands, the other senator who came to New York to conduct the inquiry.

"When asked the circumstances under which he left the boat, Mr. Ismay replied almost in a whisper: 'One of the boats was being filled. Officers called out to know if there were any more women to go. There were none. No passengers were on the deck. As the boat was being lowered I got into it.'

Mr. Ismay was nervous when he took the stand. He gave his age as 50 years. He said he sailed as a voluntary passenger on the Titanic.

"I wish to say that I court the fullest inquiry," said Mr. Ismay. "We have nothing to conceal.

"The accident took place on Sunday night. The exact time I do not know because I was asleep. The ship sank, I am told, at 2:30.

"I understand you have been told that the Titanic was running at full speed. It never had run at full speed.

"She was built to go 80 revolutions and never had been speeded up to that. We never had been shipped up to that. We never had all her boilers working."

WANTED TO SEE HOW SHIP WORKED.

Although he came on a "voluntary trip," Mr. Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board, Mr. Ismay said.

"Did he survive?" asked Mr. Smith.

"Unfortunately, no."

"During your voyage, did you know you were in the vicinity of ice?" Senator Smith asked.

"I knew some had been reported," replied Ismay.

Senator Smith asked Ismay to send any wireless messages from the Titanic after she struck. He said no.

Ismay said he heard the captain give the order to lower the boats.

"I then left the bridge," added the official.

Three boats he said, he saw lowered and filled. In his own boat were four members of the crew and 45 passengers.

"Was there any jostling or attempt by men to get into the boats?" asked Senator Smith.

"I saw none."

"How were the women selected?"

"We picked the woman and children as they stood nearest the rail."

Senator Smith told Mr. Ismay it was reported that the second lifeboat left without its full complement of oarsmen and from 11:30 p. m. until 7:30 a. m. women were forced to row the boat.

"I know nothing about it."

Mr. Ismay was asked long he remained on the injured ship.

"That would be hard to estimate," he responded.

"Almost until she sank. Probably an hour and a quarter."

Then Senator Smith asked the circumstances under which he left the boat.

NO MORE WOMEN, SAYS ISMAY.

"The boat was being filled," began Mr. Ismay. "The officers called out to know if there were any more women to go. There were none. No passengers were on the deck, so as the boat was being lowered I got into it."

"The ship was sinking," asked Senator Smith.

"The boat was sinking," almost whispered Mr. Ismay.

"Was there any attempt to lower the boats of the Carpathia to take on passengers after you went aboard her?" asked Senator Smith.

"There were no passengers there to take on," said Mr. Ismay.

"What course did your lifeboat take?"

"We saw a light and headed for it."

"How long were you in this lifeboat?"

"About four hours." He said he saw no life rafts in the sea.

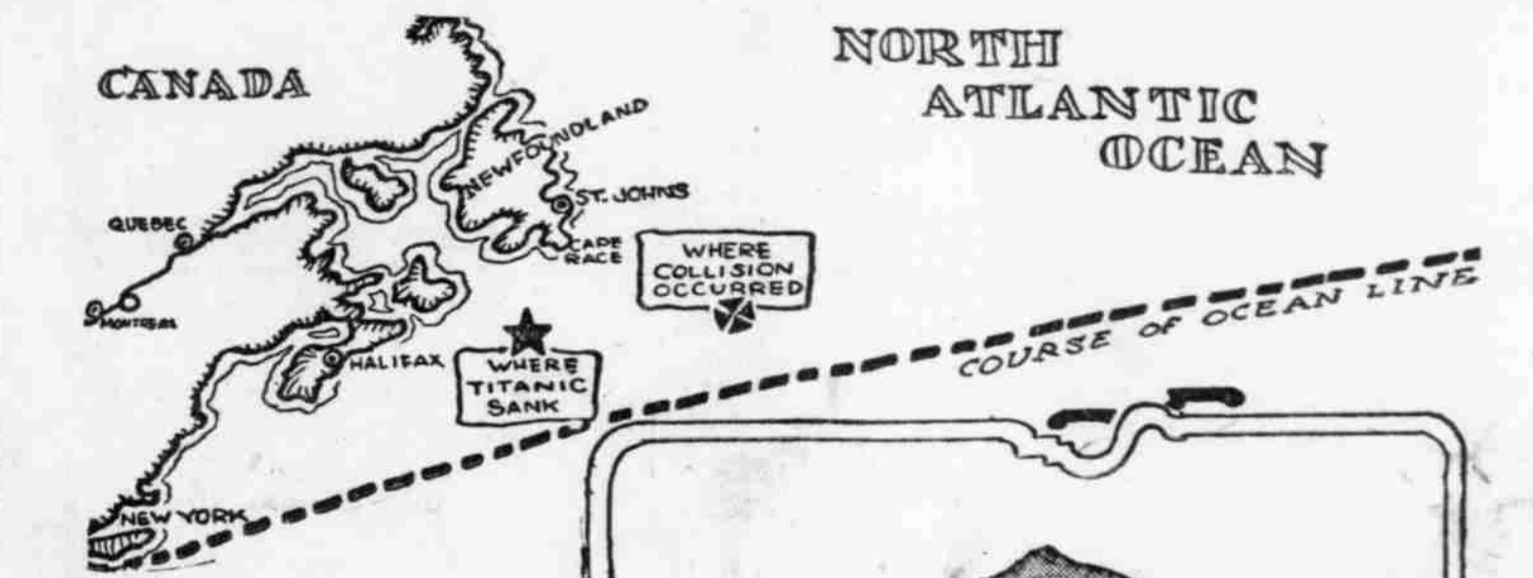
Continued on Page 11c.

Graphic Story Told of Heroism of Major Archibald W. Butt

By Associated Press. Washington, April 19.—A graphic story of the heroism of Major Archibald W. Butt, on the Titanic, was told today in an interview given to the Washington Star's staff correspondent in New York by Miss Marie Young, a former resident of this city.

Miss Young is believed to have been the last woman to leave the Titanic and the last of the survivors to have started on a motor ride. He himself entered the boat with me, performing the little courtesies as calmly and with as smiling a face as if death were far away, instead of being but a few moments removed from him."

MAP SHOWING COURSE OF OCEAN LINERS AND POINT WHERE THE DISASTER OCCURRED



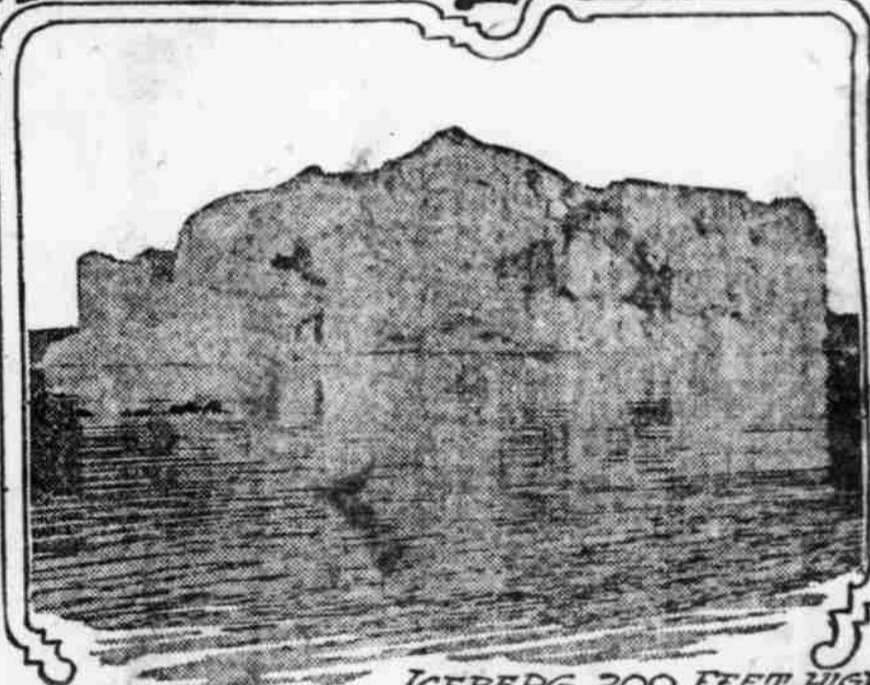
DILLINGHAM BILL PASSED BY SENATE

The Educational Test, Requiring Every Male Immigrant to Read and Write, Restored to the Bill.

By Associated Press.

Washington, April 19.—The Dillingham immigration bill, with the educational test restored and modified in a form, passed the senate late today on final vote.

The test requires every male immigrant to read and write. Williams of Mississippi made a motion to exclude persons of African descent but it was lost.



ICEBERG 200 FEET HIGH

Plight of Victims in the Flood District Has Become Deplorable

By Associated Press.

New Orleans, April 19.—Conditions in the flooded territory of southeast Arkansas, Mississippi and Louisiana are growing worse and the plight of the victims is deplorable. Hundreds are gathering in emergency camps, but at inaccessible interior points are suffering for lack of food. About forty small towns are inundated. Business and traffic in the Yazoo delta of the Mississippi is paralyzed.

New Orleans, April 19.—The stages of the Mississippi river here this morning is 20 feet, five-tenths below the record of 1903. At the Canal street ferry, bags have been placed about the entrance to the carriage driveway to keep the water from passing boats from flooding the streets.

The Southern Pacific railroad ferryhouse at the foot of Esplanade avenue has been diked to keep out the flood, tracks have been elevated over the lines of sand bags and the right of way ditched where the water is flowing out into the street. The rear waiting room of the ferry building is under water and a passageway has been erected two feet above the floor level. A pool more than a foot deep and ten yards across has formed in front of the building. There is no danger at this point, however, as the railroad officials have made every preparation for higher water. If the prediction of a foot and a half more water is realized, it is quite probable this ferry will be abandoned as far as the transfer of trains is concerned.

TODAY IS LAST TO FILE LISTS OF EXPENSES

CANDIDATES MUST CERTIFY TO THEIR EXPENSE ACCOUNTS WITH CLERK OF CIRCUIT COURT BEFORE TONIGHT.

Today is the last day for candidates to file their list of campaign expenses and they should do so before the clerk of the circuit court closes his office tonight. The law requires that this be done, and if a candidate fails to do so he may be dealt with severely.

DEMONSTRATOR FOR THE CLUBS IS APPOINTED

MISS MARY BRADLEY, OF GONZALEZ, WILL INSTRUCT GIRLS HOW TO PREPARE AND CAN TOMATOES—WILL TAKE SPECIAL COURSE OF INSTRUCTION.

L. W. Hardy, of Gonzalez, field agent for the Pensacola Commercial Association, was in the city yesterday and told a representative of The Journal that he had just been notified by Prof. J. J. Vernon, of the University of Florida, that his appointment of Miss Mary Bradley, of Gonzalez, as lady demonstrator for the girls tomato club, which he has recently organized. Miss Bradley has already received her commission and will begin at once taking a special course to prepare herself more thoroughly for the work she is to do.

Woodrow Wilson Got 25; Oscar Underwood Only 6

The following letter received from "Old W. D." Williams, of Westville, Holmes county, indicates something of the sentiment for Woodrow Wilson in that section:

WILSON GOT 25, UNDERWOOD 6. Westville, Fla., April 17, 1912.

Editor Pensacola Journal. In a straw vote taken today from citizens and farmers present, to ascertain the sentiment in reference to the choice of a Democratic nominee for the presidency, the vote stood as follows:

Wilson 25 Underwood 6 Clark 1

Total 32 It being a rainy and disagreeable day, there were a few absentees, but the above vote is a fair and just representation of public sentiment on that important subject in our town and community.

Respectfully submitted, W. D. WILLIAMS. P. S.—The Republican vote was Taft 1, Roosevelt 2.

A MILD HAIL STORM HERE LAST NIGHT

LARGE LUMPS FELL THICK AND FAST FOR A FEW MINUTES, AFTER WHICH HEAVY RAIN CAME, BUT NO DAMAGE WAS DONE, SO FAR AS IS KNOWN.

Just before 11 o'clock last night Pensacola was visited by a mild hail storm. While the hail fell for only a few minutes, it came in large lumps and fell fast during the time it did last, beating hard upon window panes and roofs, but doing no damage, so far as is known.

The hail was followed by a hard rain, which the temperature was a trifle lower than earlier in the night.

TIME IS GRANTED THE RAILROADS

Head of Locomotive Engineers Gives Them Until Monday to Accede to Demands for Increased Pay.

By Associated Press. New York, April 19.—Warren S. Stone, head of the Brotherhood of Locomotive Engineers, sent an ultimatum to the conference committee of eastern railroad managers today, giving them until Monday to accede to the engineers' demands for higher wages. The action followed a request by the chairman of the conference committee for forty-eight hours more time.

SPLENDID HEROISM OF THOSE WHO REMAINED

CAPT. SMITH DIED THE SURVIVORS SAY AS A GALLANT SHIP CAPTAIN SHOULD.

HE AVERTED PANIC BY THE TERSE COMMAND: "BE BRITISH, MY MEN"

THE MOST DISTRESSING PICTURE OF THE DISASTER WAS THE SEPARATION OF MEN AND THEIR WIVES, THE LATTER CLINGING TO THEIR HUSBANDS AND REFUSING TO GET INTO THE LIFEBOATS—THE ETERNAL SEPARATION WAS MORE THAN SOME COULD BEAR.

By Associated Press.

New York, April 19.—Seven hundred and forty-five persons, mostly women, sick in heart and body, wrote into the annals of maritime history today the loss of the finest steamship ever built by man.

They were the survivors of the White Star liner Titanic, which sank, bow foremost, with 1,585 souls aboard, her colors flying and her band playing "Nearer My God to Thee," in 2,000 fathoms of water off the banks of Newfoundland under starlit skies at 2:20 a. m. Monday.

With one voice they told of the splendid heroism of those who remained behind to find a watery grave that they might live.

Captain Smith died, they said, as a gallant sailor should, after having first placed all the women who would go aboard the lifeboats. There were many who stayed behind to die in their husbands' arms.

From their narratives stand out in bold relief those facts: The Titanic was making twenty-one knots an hour when she struck the iceberg.

No one at first thought that she would sink. She remained afloat more than two hours. The iceberg ripped open her bowels below the waterline.

Panic was averted by Captain Smith's terse appeal to his crew: "Be British, my men."

A small number of steerage passengers tried to rush for the lifeboats and were held back by the crew and other passengers.

The Titanic turned her nose for the bottom when the last lifeboat was less than a hundred yards away, reared her stern high in the air and tumbled for a moment before seeking the bottom.

There were two explosions when the rushing waters reached her boilers. When the ship sank there was silence; a moment later the cries and supplications of fifteen hundred dying men rose in melancholy chorus over the spot where she went down.

For hours the survivors rowed in lifeboats over a calm sea before the Carpathia picked them up.

THE MOST DISTRESSING PICTURE!

"The most distressing picture of the disaster was the picture of the separation of men and their wives. Many of the women, having kissed their husbands good-bye, still clung to them, refusing to get into the waiting lifeboats. A great many men lifted their wives into the boats."

"In the partings the horror of waiting death was forgotten. It was the thought of leave-takings, of eternal separation between these men and women that moved and impelled the silent throng of onlookers."

This was part of a story of his impressions told here today by Gilbert Tucker, Jr., a former magazine editor.

THREE FRENCH SURVIVORS GAVE GRAPHIC NARRATIVE OF THE DISASTER

Paris, April 19.—Three French survivors, Fernand Omont, Pierre Marechal, son of the French admiral, and Paul Chevre, the sculptor, conjointly called to the Matin a graphic narrative of the disaster to the Titanic, in which they repeatedly insist that more lives could have been saved if the passengers had not had such dogged faith that the Titanic was unsinkable. As they rushed on deck there was much excitement, but this soon died. One of the officers, when questioned humorously replied: "Do not be afraid, we are merely cutting a whale in two."

Presently the captain ordered all to don life preservers. The boats were then lowered but only a few people stirred and several of the boats put off half empty, one with only fifteen persons in it.

When the Frenchmen's boat rowed off for half a mile, the Titanic presented a fairy-like picture, illumined from stem to stern. Then the lights began to go out and the stern reared high in the air. An immense clamor rose on all sides and during an hour anguished cries rang out. It was, say the narrators, like a great chorus chanting the refrain of death. Sometimes the cries died out and then the melancholy chorus began again, more terribly and more despairingly.

The narrative continues: "These shrieks pursued us and haunted us as we pulled away in the night. Then one by one the cries ceased and only the noise of the sea remained."

"The Titanic was engulfed almost without a murmur. Her stern quivered in a final spasm and then disappeared."

The Frenchmen and their companions suffered bitterly from the cold. They cried out to attract attention, and a German baron who was with them emptied his revolver in the air. When finally the Carpathia appeared, a feeble hurrah went up from the small boats, every one of which moved as swiftly as possible toward the liner.

The Frenchmen related tragic incidents as they were leaving the sides of the Titanic. After all the boats had been launched, many of the passengers who had stayed behind too long tried to embark on a collapsible raft which worked badly. Fifty persons climbed onto the raft, which was half filled with water.

One after another the passengers on the raft were drowned or perished with the cold. When a corpse was found in the way it was thrown overboard and only fifteen of the fifty who had taken refuge on the raft were saved by the Carpathia.

"Col. Astor and many of the others were superbly heroic and the crew of the Titanic with sublime abnegation fulfilled its duties to humanity," the story reads.

"BE BRITISH, MY MEN," WAS THE COMMAND MEGAPHONED FROM THE TITANIC'S BRIDGE

New York, April 19.—"Be British, my men!" This thrilling command, megaphoned from the Titanic's bridge by Captain Smith, sealed the fate of great numbers of the ship's crew, but steered them to self-sacrificing action that probably saved scores of passengers.

The story was told by a member of the crew who had an oar in a lifeboat. "When we heard the command to lower the lifeboats," said the sailor, "some of the crew pressed forward. Then came that call from the bridge, 'Be British, my men.' The command was obeyed. Like martyrs, the sailors hurried passengers into the boats, then they stepped back to die." The sailor said Bruce Ismay was almost thrown into the last lifeboat. "There were no women waiting."

MRS. ALEXANDER COMPTON AND DAUGHTER, OF NEW ORLEANS, PROSTRATED

New York, April 19.—Mrs. Alexander T. Compton and her daughter, Miss Alice Compton, of New Orleans, two of the Titanic's rescued, reached New

(Continued on Page Two.)

Navy Department Wants Legislation to Give it Control of the Wireless

By Associated Press. Washington, April 19.—The government's inability to get early information regarding the loss of the Titanic through the wireless outfits of the scout cruisers Chester and Salem or the naval shore stations, has confirmed the navy department in its decision to press for legislation which will enable the government to assert control over all agencies, whether private or corporate, which may seek to restrain or interfere with the government officials on such cases as this.

New York, April 19.—Mrs. Ada E. Balls, of Jacksonville, Fla., a refugee from the Titanic, is confined in Sydenham hospital, suffering from shock.

Boston, April 19.—The Leyland line steamer California, which arrived today, had neither survivors nor bodies from the Titanic aboard.

"We arrived at the wreck scene," said Captain Stanley Lord, "just in time to see the last boat filled with survivors before hauled aboard the Carpathia. We were about the sunken craft for three hours, but saw no sign of the life boats which we now understand are still missing. There was no sign of life among the wreckage."